

MATINEE



TONIGHT

At 2:15 o'clock

At 7:40 o'clock

DANIEL FROHMAN PRESENTS

## Pauline Frederick

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A Powerful Portrayal of an Alluring Woman—A Sweet Characterization of Innocent Girlhood, a Tender Touch of Sympathy; an Overwhelming Momentum of Vivid Action—Such is the Strange, Weird Conception of This Pauline Frederick Masterpiece—A Stirring Drama of Gypsy Life.

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THERE'S A REASON

828 Fort Street

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## BY AUTHORITY

## NOTICE

PUBLIC HEARING—OCTOBER 26, 1916

PROPOSED IMPROVEMENT OF  
SMITH STREET, BETWEEN  
BERETANIA STREET AND  
QUEEN STREET, IN HONOLULU,  
TERRITORY OF HAWAII.

TO THE OWNERS, LESSEES, AND  
OCCUPANTS OF LANDS ABUTTING  
ON SAID STREET PROPOSED  
TO BE ASSESSED FOR  
THE IMPROVEMENT OF SAID  
STREET, AND TO ALL PERSONS  
INTERESTED GENERALLY.

NOTICE IS HEREBY GIVEN that  
in accordance with Resolution No. 573,  
and Resolution No. 607, the Board of  
Supervisors of the City and County of  
Honolulu propose to improve Smith  
Street, in the District of Honolulu  
aforesaid, upon a frontage basis.

## I. Character of Improvement and Materials

- (1) Grading.
- (2) Setting lava rock curbing.
- (3) Constructing concrete gutters 36" wide.

(4) Paving the entire improvement with a 2" "Bitulithic" surfacing on a concrete base 5" in thickness, excepting that portion lying between King and Queen streets, which shall be paved with 2" of "Bitulithic" on a crushed rock base.

## II. Frontage to Be Assessed

The frontage to be assessed abutting on Smith Street begins at the makaai or southwesterly property line of Beretania Street and ends at the mauka or northeasterly property line of Queen Street and includes both sides of said street.

## III. Assessments Proposed

(1) The cost of the entire improvement, excluding the cost of acquiring new land, and excluding the cost of new curbing, shall be paid by a general assessment at the maximum rate of \$8.44 per front foot against all land abutting upon said proposed improvements, both sides included. The total frontage subject to such assessment is 2863.0 feet.

(2) The cost of acquiring new land shall be paid by a general assessment at the maximum rate of \$4.856 per front foot against all lands abutting upon said proposed improvements, saving and excepting only the frontage of the Dowsett Company, Limited. The total frontage subject to such assessment is 2740.0 feet.

(3) The cost of new curbing shall be paid by assessment at the maximum rate of \$0.45 per front foot against the abutting lands in front of which the same shall be laid.

## IV. New Land to Be Acquired for Street Extension

The following described land is required for street widening and extension on said Smith Street, between King Street and Queen Street:

Parcel (a)—Owned by the Dowsett Company, Limited, and described as follows:

Being a portion of deed of Kamehameha III to John Meek, Liber 3, page 192; being a portion of the land of Walkahulu, L. C. A. 4452 to H. Kalama, on the southwest side of King Street, Honolulu, Kona, Oahu, Territory of Hawaii.

Beginning at the north corner of this piece on the southwest side of King Street, at a point on the south face of brick building, 0.45 feet west from present corner of said building, the true azimuth and distance from a Government Survey Street Monument near the north corner of Maunakea and King streets being 344° 23' 30"—214.5 feet, and running by true azimuths:

1. 332° 06'—50.03 feet along the southwest side of King street to an iron bolt which marks the new south corner of King and Smith Streets; said bolt being by true azimuth 342° 02' 30" distant 264.65 feet from a Government Survey Street Monument near the north corner of King and Maunakea Streets; thence
2. 60° 14'—115.80 feet along remnant Dowsett Company, Limited;
3. 137° 41'—17.69 feet along corrugated iron fence;
4. 184° 32'—13.50 feet along same;
5. 58° 22'—13.20 feet along same;
6. 147° 01'—19.60 feet along same;
7. 237° 20'—55.50 feet along fence;
8. 237° 54'—26.10 feet along fence;
9. 237° 35'—17.30 feet along fence;
10. 236° 22'—22.60 feet along fence;
11. 237° 05'—20.80 feet along fence to the initial point and containing an area of 5,332 square feet.

Parcel (b)—Owned by the Estate of J. A. Magoon, et al., and described as follows:

Beginning at the north corner of this piece on the southwest side of King street, at a point on the south face of brick building, 0.45 feet west from present corner of said building, the true azimuth and distance from a Government Survey Street Monument near the north corner of Maunakea and King Streets, being 344° 23' 30"—214.5 feet, and running by true azimuths:

1. 57° 05'—20.8 feet along fence;
2. 56° 22'—22.0 feet along fence;
3. 57° 35'—17.3 feet along fence;
4. 57° 54'—26.1 feet along fence;
5. 57° 20'—55.5 feet along fence;
6. 147° 01'—19.6 feet to new northwesterly line of Smith Street Extension.

2. 240° 14'—111.9 feet along new northwesterly line of Smith Street Extension to the initial point and containing an area of 538.5 square feet.

Parcel (c)—Owned by the Estate of John R. Gilliland, and described as follows:

Beginning at an iron bolt on the northwesterly property line of Smith Street, said iron bolt being connected with a Street Monument at the north corner of King and Maunakea Streets by the following traverse:

- (a) 342° 02' 30"—264.65 feet to an iron bolt at the south corner of Smith and King Streets;
- (b) 71° 48' 30"—249.15 feet; and running thence by true azimuths, as follows:

1. 54° 13'—18.16 feet; thence
2. 144° 38'—1.92 feet to the new line of Smith Street; thence
3. 240° 14'—18.24 feet to the point of

## LETTERS

## DISREGARD OF LAW BY AUTO DRIVERS

Editor Honolulu Star-Bulletin.

Sir: The utter disregard for the rights, or even the lives of others, by some of the auto drivers of this city would seem to call for correction in some manner.

When the automobile was a luxury (and it was not so very long ago that it was a curiosity) special care was given to keeping out of its way, but since it has become a necessary adjunct to the business of the day, and is seen scooting here and there, pedestrians have grown to feel a contempt for it, or at least no longer fear it. But the fact that we become accustomed to a "danger" sign does not lessen the danger.

With the advent of the automobile as a business necessity and pleasure vehicle, comes the knowledge that in the hands of an irresponsible person an auto may be capable of causing a vast amount of injury to life and property. This condition of affairs brought about the system of registration and the large number plates with which all autos are decorated, both front and rear, as a means of identification. This, to a certain extent, answered the purpose, but there is much room for improvement.

An observer of traffic will quickly see that a majority of the number plates are, for a large part, undecipherable because they are smeared with mud, dust and grease.

In the dim past there was a law enacted here which stated that at night the rear number plate should be so illuminated that it could be easily read, yet in the majority of cases the rear plates are lost from view in a dense shadow of encircling extra tires, etc., or are so poorly lighted that it is not quite but almost impossible to read them at 20 feet distant.

This, of course, is due not to any fault of the system of identification, but to the indifference of those appointed, elected and paid to enforce the law.

A penalty for removing or concealing a number plate in order to evade identification is provided, and it is just possible that local conditions would be improved, or at least somewhat remedied, by applying the same penalty to drivers of cars bearing unilluminable plates.

Admitting the inefficiency of the number plate system as a means of identification, the police departments of several large cities on the mainland have established schools for training traffic officers in the characteristic features of various makes of cars. The officers quickly become proficient in naming the "make" of car passing, even at a considerable distance, and especially after dark, and it is said that this scheme is making good in yanking up auto fenders who disregard speed laws and with means of identification not legible.

Another delinquency that is too frequently met with on our streets after dark is the absence of tail lights. I use my machine on an average of three times during every week after dark, and am not exaggerating when I state that in traveling King street on these night trips it is an exceptional one when I do not observe from one to three machines minus tail lights.

Whose fault is it? TOM MERLE.

beginning, and containing an area of 17.0 square feet.

## V. Estimates of Cost

- (1) The maximum estimate of the entire cost of the improvement, including engineering and incidentals, is \$44,563.10
- (2) The maximum estimate for new curbing to be borne on a frontage basis by separate assessment, is 549.00
- (3) The maximum estimate of the general improvement to be assessed on a frontage basis, excluding the cost of acquiring new land, is 24,078.35
- (4) The maximum rate to be assessed per front foot for the general improvement, excluding the cost of acquiring new land, is 8.44
- (5) 66.23% of the cost of acquiring new land to be assessed on a frontage basis, is 13,290.50
- (6) The maximum additional rate to be assessed per front foot for the cost of acquiring new land, is 4.856
- (7) The maximum rate, new curbing assessment per front foot, is 0.45

All of which appears in more detail in the Engineer's report hereinafter referred to and incorporated by reference.

## VI. Further Details

The map and general plans, and other data so prepared by the Engineer in his report dated October 2nd, and adopted by the Board, with respect to the proposed improvement (incorporated herein by reference) may be seen and examined by any person interested at the Office of the City and County Engineer and of the City and County Clerk, at any time during business hours, prior to and including October 26, 1916. Resolutions Nos. 573 and 607 (incorporated herein by reference) are on file in the Office of the City and County Clerk.

## VII. Hearing

A Public Hearing respecting the proposed improvement will be held by the Board of Supervisors at their Assembly Hall on October 26, 1916, at the hour of 7:30 o'clock p. m., or as soon thereafter as those interested may be heard, at which time and place a full opportunity will be given to all persons interested to present suggestions or objections to the proposed improvement or any part or detail thereof.

Dated, Honolulu, Territory of Hawaii, October 4, 1916.

D. KALAUOKALANI,  
Clerk, City and County of Honolulu.  
6597—October 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 16.

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### TO ERECT FLAGPOLE FOR FORT DE RUSSY

Capt. D. L. Stone, in charge of construction work at the quartermaster's department, has called for bids on the erection of an iron flagpole at Fort De Russy. The pole is to stand 100 feet in height and will have a heavy concrete foundation at its base.

The Government of Panama has ordered the deportation of B. Priam, whom the British Minister accuses of soliciting funds in Panama to foment a revolution in India.

Stockholders of the Chase National Bank of New York ratified the increase of capital stock from \$5,000,000 to \$10,000,000.

### EMPIRE THEATER

Program Beginning at 1:30 a. m. until 4 p. m.  
Evening (two shows), 6:30 and 8:30  
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